

CHAPTER 84. CONDUCT COCKPIT EN ROUTE INSPECTION

SECTION 1. BACKGROUND

1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODE: 1624

3. OBJECTIVE. The objective of this task is to determine if the cockpit and crew management procedures of an operator operating under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 125 adhere to the regulations and safe operating practices. Successful completion of this task results in an indication of satisfactory or unsatisfactory and may result in a follow-up inspection.

5. GENERAL.

A. Inspector Qualifications.

(1) Specific inspector qualifications are contained in FAA Order 8000.75, Aviation Safety Inspector En Route Inspection Procedures.

(2) The Federal Aviation Administration (FAA) does not allow two aviation safety inspectors (ASI) to perform this job task simultaneously; therefore, an ASI must be familiar with en route inspection procedures before performing this task.

NOTE: An ASI's supervisor or manager must authorize an en route inspection.

B. ASI Conduct. In performing this job task, the actions of an ASI are subject to the close scrutiny of airline employees and the general flying public. Therefore, although it is imperative to exercise tact and good judgment at all times, the ASI must be alert for leading questions from crewmembers regarding destinations, technical information, and other operators. In accordance with the provisions of FAA Order 8000.75, all supervisors and managers must ensure that inspectors perform en route inspections for official purposes only and not to obtain free personal travel. Work functions accomplished during an en route inspection are reported through the PTRS. It is the responsibility of supervisors and managers to be aware of actions and trends which might reflect negatively upon the agency.

(1) Under the provisions of FAA Order 8000.75, enroute inspections may be conducted only while on official duty time and in accordance

with assigned work program accomplishments. A valid work function must be accomplished during an en route inspection.

(2) Inspectors must comply fully with the provisions of the current edition of FAA Order 3750.4, Conduct and Discipline. Inspectors are required to approach their duties in a professional manner and to maintain that attitude throughout their activities. The agency's policy on employee conduct is designed to encourage employees to maintain a level of professionalism that will promote the efficiency of the FAA and conform to accepted principles of conduct.

(3) The FAA expects inspectors to conduct themselves while off duty in a manner that will not adversely reflect on the agency's ability to discharge its mission or cause the public to question their reliability and trustworthiness in carrying out their responsibilities as employees of the FAA.

C. ASI Expertise. Before conducting an en route inspection, the ASI should become familiar with the operating procedures and facilities used by the operator. The ASI can achieve such familiarization by reviewing pertinent sections of the operator's manuals. Operations and airworthiness ASI's possess various degrees and types of expertise and experience. When in need of additional information or guidance, an ASI should coordinate with personnel experienced in that particular specialty.

D. Crewmember Status. For the purpose of conducting a cockpit en route inspection, an inspector is not considered to be a crewmember.

NOTE: An inspector shall not perform an en route inspection unless the inspector is provided a seat which is certified for occupancy during all phases of flight. The location of the seat provided must enable the inspector to observe the actions of the crew while occupying the seat.

7. INITIATION AND PLANNING.

A. Initiation. This task is scheduled as part of the work program. The ASI may initiate additional

inspections according to national, regional, or district office special requirements.

B. Planning.

(1) Principal operations inspectors (POI) are responsible for coordinating with their assigned operators to ensure that each operator has established procedures for use by ASI's who are scheduling the observer's seat (jumpseat). POI's must ensure that an operator's procedures allow ASI's to have free, uninterrupted access to the jumpseat. Since ASI's may have sudden changes in schedule, and may not always be able to provide the appropriate advance notice, POI's must ensure that the operator's procedures are flexible and permit an ASI's use of an available jumpseat on short notice.

(2) When conducting en route inspections, ASI's should make arrangements for the jumpseat/forward passenger seat as far in advance of the flight as possible. ASI's have priority for available jumpseats.

(3) When possible, the ASI should plan an en route inspection when it will not disrupt company scheduled flight checks by check airmen. Should an ASI arrive for a flight and find a line check or operating experience (OE) flight is in progress, the ASI must determine whether or not it is essential that the cockpit en route inspection be conducted on that flight. If it is essential, the ASI must advise the operator, who must then make the jumpseat available to the ASI. If the cockpit en route inspection can be rescheduled with the objectives of the inspection still being met, the ASI should make arrangements to conduct the inspection on another flight. When a required check-ride is being conducted by a check airman from the forward jumpseat and an en route inspection is essential, the ASI may occupy the second jumpseat, if one exists. On OE flights, the check airman should occupy one of the pilot seats and the ASI should occupy the forward jumpseat. When it is essential that the en route inspection be conducted on an aircraft that does not have two jumpseats, the check airman must occupy a pilot seat and the ASI should occupy the jumpseat. In such a case, the flight crewmember not being checked must either be seated in the cabin or not accompany the flight.

(a) ASI's should be aware that a National Transportation Safety Board (NTSB) representative is authorized access to the flight deck and authorized to occupy the jumpseat while en route to an accident investigation. An ASI should make the jumpseat available to the NTSB representative.

(b) A Secret Service agent on official duty may request the jumpseat for the flight and the ASI

should relinquish the jumpseat. Normally a Secret Service agent on official duty will not request such access.

(4) When it is necessary to board a flight at an intermediate stop, the ASI should make every effort to advise the pilot-in-command (PIC), prior to that ASI's boarding the flight, that an en route inspection will be conducted.

(5) ASI's use the headset or speakers provided by the operator, as § 125.317 requires. This has been interpreted to mean an operative audio panel with a headset or a suitable speaker, as appropriate.

9. FAA FORM 8430-13, REQUEST FOR ACCESS TO AIRCRAFT. The ASI to whom an FAA Form 8430-13 is issued is personally responsible for its proper use and safekeeping. This includes the following:

- Recording on the inside cover every request issued, canceled, or otherwise voided
- Returning the booklet to the issuing office if the inspector transfers, retires, or has no further use for the form
- Returning the cover containing the Record of Requests Issued and the yellow copies to the issuing office when all requests have been used
- Immediately reporting to the issuing office the full set of circumstances concerning any loss of requests

NOTE: At the completion of an en route inspection, the inspector shall enter the serial number of the FAA Form 8430-13 used on the inspection in the Tracking field on the PTRS Data Sheet.

11. GENERAL COCKPIT EN ROUTE INSPECTION PRACTICES AND PROCEDURES.

A. Initiating the En Route Inspection. An ASI begins a cockpit en route inspection a reasonable length of time before the flight (approximately 1 hour) by reporting, as specified by the POI, to the operations area or the gate. The ASI completes the necessary jumpseat paperwork for inclusion in the operator's passenger manifest and weight and balance documents. The ASI then locates the flight crew. After making a personal introduction to the flight crew, which includes presentation of FAA Form 110A, Aviation Safety Inspector Credential, the ASI informs the PIC of the intention to conduct an en route inspection. The ASI then requests that the flight crew present both their airman and medical certificates to the ASI for examination at a time convenient for the flight crew. Also, the ASI requests that, at a convenient

time, the flight crew present flight information, such as weather documents, Notices to Airmen (NOTAM), planned route of flight, and other documents with information about the airworthiness of the aircraft.

B. Informing the PIC After Boarding. Sometimes an ASI cannot meet and inform the PIC of the intention to conduct an en route inspection before boarding the aircraft. In such a case, when boarding the aircraft, the ASI makes appropriate introductions, presents FAA Form 110A for the PIC's inspection at the earliest convenient opportunity, and informs the flight crew of the intention to conduct a cockpit inspection. An ASI should be prepared to present FAA Form 110A and any applicable jumpseat paperwork to a crewmember as identification before entering the cockpit. When boarding the aircraft, an ASI avoids unnecessarily impeding passenger flow or interrupting loading operations. Once inside the cockpit, the ASI requests an inspection of each flight crewmember's airman and medical certificates, if not previously accomplished. When the flight crew has completed reviewing the aircraft logbooks (or equivalent documents), the ASI inspects the logbooks to determine the airworthiness status of the aircraft.

NOTE: Inspectors requiring unescorted access to restricted or secured areas of an aircraft or

airport must present FAA Form 8000-39, Air Operations Area Identification Card, in conjunction with FAA Form 110A (see volume 2, chapter 214, section 1, paragraph 5F).

C. Communicating with the Flight Crew. During cockpit en route inspections, ASI's must try to avoid diverting the attention of flight crewmembers performing their duties during critical phases of flight. ASI's must be alert and point out to the flight crew any apparent hazards such as conflicting traffic. If, during an en route inspection, an ASI becomes aware of a potential violation or that the flight crew is violating a regulation or an air traffic control (ATC) clearance, the ASI immediately informs the PIC of the situation.

D. Using the Job Aid. ASI's should use the Air Carrier Cockpit En Route Inspection Job Aid while conducting these inspections (see figure 84-1). This job aid contains a list of reminder items for the specific inspection areas that should be observed and evaluated. It also includes applicable key PTRS words and codes to facilitate the writing of the inspection report. ASI's may evaluate items that are not listed on the job aid during an en route inspection. For such items, ASI's should use the "other" PTRS comment code for the appropriate inspection area. ASI's can also use this job aid to make notes during the inspection which can later be transferred to the PTRS Data Sheet.

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SECTION 2. PROCEDURES

1. PREREQUISITES AND COORDINATION REQUIREMENTS

A. Prerequisites. This task requires knowledge of part 125, qualification as an ASI (operations), and accomplishment of all pertinent requirements of FAA Order 8000.75, Aviation Safety Inspector En Route Inspection Procedures. Inspectors should have the knowledge required to conduct a preflight check of the aircraft being inspected.

B. Coordination. This task requires coordination with the principal inspectors assigned to the operator and may involve coordination with other inspectors, the regional office, and FAA Security.

3. REFERENCES, FORMS, AND JOB AIDS

A. References.

- 14 CFR parts 1, 61, 91, and 125
- Operator's manual
- FAA Order 8000.75, Aviation Safety Inspector En Route Inspection Procedures

B. Forms.

- FAA Form 8430-13, Request for Access to Aircraft

C. Job Aids.

- Air Carrier Cockpit En Route Inspection Job Aid (figure 84-1)

5. PROCEDURES.

A. PTRS. Open PTRS file.

B. Prepare for Inspection.

(1) Contact the operator's scheduling section to reserve jumpseat/forward passenger seat, as applicable.

(2) Complete FAA Form 8430-13 in duplicate. Give the white copy to the operator and keep the yellow copy for FAA records.

C. Coordinate with Operator's Flight Operations Center at least 1 Hour Prior to Flight.

(1) Identify yourself to the operator representative and state that you are performing a cockpit en route inspection on a specific flight.

(2) Present FAA credentials (FAA Form 110A) and the completed FAA Form 8430-13 to the air carrier representative.

(3) Obtain the applicable operator boarding authorization. Each operator has different boarding authorization procedures, but all have some method of accounting for the ASI being aboard. If aircraft access is denied, perform the following actions.

(a) Advise the operator representative of the regulation authorizing ASI access to aircraft.

(b) Request to see the appropriate supervisor if the representative still refuses access.

(c) Stress the fact that the denial of access is contrary to regulations and that enforcement action may be taken.

(d) Upon return to the office, describe the occurrence to the appropriate supervisors in writing if access was still denied.

(4) Proceed to the aircraft as soon as possible to review the maintenance record and to perform interior and exterior pre-departure inspections as time allows. Follow the operator's procedures for pre-boarding the aircraft.

D. Identify Yourself to the Flight Crew.

(1) Before boarding the aircraft or performing the exterior inspection:

(a) identify yourself to the PIC and flight crew as an FAA inspector; and

(b) state the purpose of the inspection.

(2) If cockpit access is denied, perform the following actions.

(a) Advise the PIC of § 125.317, which authorizes ASI's access to the pilot's compartment.

(b) Yield to the pilot's wishes if the PIC still refuses to allow access.

(c) Make it very clear to the PIC that the denial of access is contrary to regulations and that enforcement action may be taken.

(d) Upon return to the office, describe the occurrence to the appropriate supervisors in writing if access was still denied.

E. Inspect the Aircraft Maintenance Record.

NOTE: Notify the appropriate operator personnel immediately of any discrepancies noted during this inspection.

(1) Ensure maintenance/airworthiness releases are current.

(2) Ensure no open items exist.

(3) Ensure all discrepancies are corrected or properly deferred.

(4) Ensure minimum equipment list (MEL) items were deferred per the procedural and placarding requirements of the operator's approved program.

(5) Ensure the lengths of deferrals are not exceeded by reviewing:

(a) maintenance record pages;

(b) deferred maintenance list; and

(c) deferred maintenance placards/stickers.

(6) Ensure that the maintenance records contain the following for each discrepancy:

(a) a description of work performed or reference to acceptable data;

(b) the name of the person performing the work if outside the organization; and

(c) the name or other positive identification of the person approving the work.

(7) Determine if repetitive problems indicate a trend.

NOTE: If actions taken by the operator do not comply with regulatory requirements or the operator's manual, terminate the inspection. Advise the operator of the noncompliance and the possibility of enforcement action. If the discrepancy constitutes an unsafe condition, see FAA Order 8300.10, volume 3, chapter 6, Ground Operator Aircraft.

F. Monitor Preflight Operations.

(1) Determine that the flight crew has all the necessary flight information, including the appropriate weather, flight plan, NOTAM's, and weight and balance information. The flight crew should resolve MEL items in accordance with the operator's MEL and appropriate maintenance procedures.

(2) Observe the flight crew performing appropriate exterior and interior preflight duties in accordance with the operator's procedures.

G. Before the aircraft departs the gate, accomplish the following items.

(1) Ensure all of the discrepancies noted during pre-departure were corrected.

(2) Check the jumpseat oxygen and emergency equipment, if applicable.

(3) Request and review the pilot and medical certificates of all flight crewmembers. The required certificates are as follows.

(a) The PIC must have in his/her possession:

- at least a commercial pilot certificate;
- an appropriate instrument rating for the aircraft being operated;
- an appropriate type rating for the aircraft being operated; and
- at least a valid second class medical certificate.

(b) The second-in-command must have in his/her possession:

- at least a commercial pilot certificate in the appropriate category and class of aircraft;
- an appropriate instrument rating for the aircraft being operated; and
- at least a valid second class medical certificate.

(c) The flight engineer must have in his/her possession:

- an appropriate flight engineer's certificate; and
- at least a valid second class medical.

(4) If the flight crewmembers do not have the proper, current certificates in their possession, perform the following actions.

(a) Advise the offending crewmembers that they will be in violation of 14 CFR §§ 61.3 and/or 63.3 if the aircraft departs.

(b) If the flight crewmembers still elect to operate the aircraft without having the appropriate certificates in their possession:

- deplane;
- terminate this inspection; and
- immediately notify the operator's operations center.

(5) If the flight crewmembers have the proper, current certificates in their possession, connect the

headset to the appropriate interphone system and continue with the inspection.

(6) Request a safety briefing if the PIC or a designated crewmember does not offer to give a safety briefing.

(7) Ensure the load manifest contains the following information:

- (a) the number of passengers;
- (b) the total weight of the loaded aircraft;
- (c) the maximum allowable takeoff weight for that flight;
- (d) the center of gravity (CG) limits;
- (e) the actual CG of the loaded aircraft, unless the aircraft is loaded according to an approved loading schedule;
- (f) the registration number of the aircraft or the flight number;
- (g) the origin and destination of the flight; and
- (h) the identification of the flight crewmembers and their respective position assignments.

(8) Ensure the proper fuel load is aboard by comparing fuel gauges to the minimum fuel required for the flight.

H. Monitor In-flight Operations.

NOTE: During the en route inspection, point out any potential violations prior to their occurrence and inform the crew of the possible consequences.

(1) Ensure that the flight crew is using and following the operator's approved checklists for all activities.

(2) Exercise good cockpit discipline and ensure that the flight crew does the same, including:

- (a) sterile cockpit rule compliance;
- (b) proper use of cockpit/personal lighting; and
- (c) compliance with the PIC's requests.

(3) Monitor all gauges during flight for normal operation.

(4) Monitor all radio frequencies being used by the flight crew to properly evaluate flight crew compliance with ATC, transmission clarity, and radio phraseology. Continuously monitor these frequencies to

remain aware of the progress of the flight. Do not interfere with any flight crew communications.

(5) Observe the PIC's crew management techniques, delegation of duties, and overall conduct. All crewmembers must follow sterile cockpit procedures.

(6) Ensure that left and right seat crewmembers are in compliance with the oxygen use requirements of the regulations.

(7) Observe and evaluate the crew during each phase of flight. This should include an evaluation of crewmember adherence to approved procedures and a proper use of all checklists.

(8) Note and record all discrepancies observed.

NOTE: To assist the crew, be alert for any conflicting air traffic.

I. Monitor Pre-departure Operations.

(1) Observe the flight crew accomplishing all pre-departure checklists, takeoff performance calculations, navigation systems setup and required ATC communications. The flight crew should use coordinated communications (via hand signals or the aircraft interphone) with ground personnel. Often the flight crew must obtain pushback or powerback clearance from the appropriate ATC or ramp control facility.

(2) Observe the flight crew when weight and balance information is transmitted to the aircraft by company radio during the outbound taxi. The flight crew should follow the operator's procedures as to which crewmember receives the information and completes the final takeoff performance calculations and which crewmember monitors the ATC frequency.

(3) Observe the flight crew:

- (a) accomplishing the checklists during taxi;
- (b) adhering to taxi clearances;
- (c) controlling taxi speed;
- (d) complying with hold lines; and
- (e) conducting a pre-takeoff briefing in accordance with the operator's procedures.

J. Monitor Takeoff Operations. The flight crew should accomplish the takeoff procedure as outlined in the operator's approved maneuvers and procedures document. Observe and evaluate the following items or activities during the takeoff phase:

- (1) aircraft centerline alignment;
- (2) use of crosswind control techniques;
- (3) application of power to all engines;
- (4) takeoff power settings;
- (5) flight crew call-outs and coordination;

(6) adherence to appropriate takeoff or V speeds;

(7) rate and degree of initial rotation;

(8) use of flight director, autopilot, and auto-throttles;

(9) gear and flap retraction schedules and limiting airspeeds; and

(10) compliance with the ATC departure clearance or with the appropriate published departure.

K. Monitor Climb Operations. The flight crew should conduct the climb procedure according to the outline in the operator's approved maneuvers and procedures document. Observe and evaluate the following items and activities during the climb phase of flight:

(1) climb profile/area departure;

(2) airspeed control;

(3) navigational tracking/heading control;

(4) powerplant control;

(5) use of radar, if applicable;

(6) use of autoflight systems;

(7) pressurization procedures, if applicable;

(8) adherence to sterile cockpit procedures;

(9) vigilance;

(10) compliance with ATC clearances and instructions; and

(11) use of after-takeoff checklist.

L. Monitor Cruise Operations. During the cruise flight, the flight crew should conform to the operator's procedures. Observe and evaluate the following areas during the cruise phase of flight:

(1) cruise mach/airspeed control;

(2) navigational tracking/heading control;

(3) use of radar, if applicable;

(4) use of turbulence procedures, if applicable;

(5) monitoring fuel used compared to fuel planning;

(6) awareness of mach buffet and maximum performance ceilings;

(7) coordination with cabin crew;

(8) compliance with oxygen requirements, if applicable;

(9) vigilance;

(10) compliance with ATC clearances and instructions; and

(11) compliance with long-range navigation and/or extended twin-engine operations procedures.

M. Monitor Descent Operations. During descents, the flight crew should use the operator's procedures. Observe and evaluate the following areas during the descent phase of flight:

(1) descent planning;

(2) crossing restriction requirements;

(3) navigational tracking/heading control;

(4) use of radar, if applicable;

(5) awareness of V_{mo} / M_{mo} speeds and other speed restrictions;

(6) compliance with ATC clearance and instructions;

(7) use of autoflight systems;

(8) pressurization control, if applicable;

(9) area/situational awareness;

(10) altimeter settings;

(11) briefings, as appropriate;

(12) coordination with cabin crew;

(13) sterile cockpit procedures;

(14) completion of appropriate checklist; and

(15) vigilance.

N. Monitor Approach Operations. During the selected approach (instrument or visual), the flight crew should use the procedures outlined in the operator's maneuvers and procedures document. Observe and evaluate the following areas during the approach phase of flight:

(1) approach checklists;

(2) approach briefings, as appropriate;

(3) compliance with ATC clearances and instructions;

(4) navigational tracking/heading and pitch control;

(5) airspeed control, V_{ref} speeds;

(6) flap and gear configuration schedule;

(7) use of flight director, autopilot, autothrottles;

(8) compliance with approach procedure;

(9) sink rates;

(10) stabilized approach in the full landing configuration;

(11) flight crew call-outs and coordination; and

(12) transition to visual segment, if applicable.

O. Monitor Landing Operations. During the landing maneuver, the flight crew should use procedures that conform to those outlined in the operator's maneuvers and procedures document. Observe and evaluate the following areas during the landing phase of flight:

(1) before landing checklist;

(2) threshold crossing height;

(3) aircraft centerline alignment;

(4) use of crosswind control techniques;

(5) sink rates to touchdown;

(6) engine spool-up considerations;

(7) touchdown and rollout;

(8) thrust reversing and speedbrake procedures;

(9) use of autobrakes, if applicable;

(10) braking techniques;

(11) diverting attention inside the cockpit while still on the runway; and

(12) after landing checklist.

P. Monitor Pre-arrival Operations. The flight crew's pre-arrival and parking procedures should conform to the operator's procedures as outlined in the appropriate manual. Evaluate the crew's accomplishment of after landing checklists, ground crew parking, and passenger deplaning procedures.

Q. Monitor Arrival Operations. Observe and evaluate the flight crew complete postflight duties such as postflight checks, aircraft logbook entries, and flight trip paperwork completion and disposition.

R. Monitor Other Inspection Areas. Observe and evaluate other inspection areas, such as the ATC and airspace procedures and the airports or heliports the flight transits during the cockpit en route inspection.

(1) When evaluating airports or heliports, observe the condition of surface areas, such as ramp

and gate areas, runways, and taxiways. Also, observe and evaluate:

(a) taxiway signs, markers, sterile areas, and hold lines;

(b) ramp vehicles, equipment, movement control;

(c) aircraft servicing, parking, and taxi operations;

(d) obstructions, construction, and surface contaminants (such as ice, slush, snow, fuel spills, rubber deposits);

(e) snow control, if applicable; and

(f) security and public safety.

(2) Observe and evaluate the following ATC operations and airspace procedures from the vantage point of the aircraft cockpit:

(a) radio frequency congestion, overlap, or blackout areas;

(b) controller phraseology, clarity, and transmission rate;

(c) automatic terminal information service;

(d) use of full call signs;

(e) simultaneous runway use operations;

(f) clearance deliveries;

(g) acceptable and safe clearances;

(h) aircraft separation standards; and

(i) acceptability of instrument approach procedures, departure procedures, and feeder routings.

S. Debrief Flight Crew. At the termination of the flight, state whether the operations were satisfactory or unsatisfactory. Debrief the crew on any discrepancies observed and on any corrective actions that should be taken.

(1) If irregularities were noted in the performance of any aircraft system, discuss them with the PIC. Ensure that these discrepancies are entered in the aircraft maintenance record. If the PIC is unwilling to enter these discrepancies, advise that the failure to record these discrepancies is contrary to regulatory requirements.

(2) If a violation was noted during the flight and you intend to recommend enforcement action or intend to make critical comments concerning the crew's performance, inform the flight crew during the debriefing.

T. PTRS. Complete PTRS file. Unless correspondence is required, an enforcement case is pending, or another exceptional outcome from an en route inspection is expected, the properly completed PTRS constitutes the required documentation of this activity.

Normally, there should be no need to file additional paperwork in the operator's FSDO file.

7. TASK OUTCOMES. Completion of this task results in one of the following:

A. A satisfactory inspection.

B. A follow-up inspection for a specific discrepancy.

9. FUTURE ACTIVITIES. The inspector may schedule follow-up inspections, as applicable.

FIGURE 84-1
AIR CARRIER COCKPIT EN ROUTE INSPECTION JOB AID

PTRS ACTIVITY: 1624		AIR CARRIER	FLT NO.	A/C REG NO.		MAKE	MOD/SERIES
DATE:							
PIC NAME:		CERT #	BASE	FROM	TO	RESULTS	
<p align="center">U = UNACCEPTABLE; P = POTENTIAL; I = INFORMATION; E = EXCEEDS</p>							
CREWMEMBERS			CRUISE	729		PASSENGER HANDLING	637
KNOWLEDGE	101		• Speed Control	--		ACFT DISCREPANCIES	313
ABILITY/PROFICIENCY	103		• Navigation	--		WEIGHT & BALANCE	613
QUAL/CURRENCY	105		• Procedures	--		OPERATIONS SPECS	621
CERT/RATINGS	109		• HI/Lo Buffet	--		HAZARDOUS MATERIAL	641
BRIEFINGS	111		• Oxygen Reqmnt's	--		OTHER REMARKS	699
MANUAL CURENCY	203		• Fuel Mgmt	--		AIRPORTS/HELIPORTS	
MANUAL AVAILABILITY	209		DESCENT	731		SECURITY	619
CREW COMPLEMENT	601		• Planning	--		PUBLIC SAFETY	635
CREW COORDINATION	737		• Speed Control	--		RUNWAYS	509
PREPARATION	--		• Navigation	--		TAXIWAYS	511
REQ. EQUIPMENT	--		• Pressurization	--		RAMP/GATE AREA	515
OTHER REMARKS	199		• Altitude Calls	--		STERILE AREA	513
FLIGHT CONDUCT			STAR	707		MARKINGS	525
PREFLIGHT	721		APPROACH	733		SIGNS	527
• Flight Plan	--		• Speed Control	--		VEHICLES/EQUIPMENT	517
• Weather	--		• Gear/Flap Speed	--		OBSTRUCTIONS	519
• NOTAMS	--		• Stabilized	--		CONSTRUCTION	521
• Acft Inspection	--		• Procedures	--		CONTAMINATION/FOD	523
• T/O Data	--		SIAP	709		LIGHTING	505
• Load Info	--		LANDING/TAXI	735		APPROACH AIDS	629
• Disp/Frt Rel	--		• Rwy Alignment	--		NAVIGATIONAL AIDS	631
• Cockpit Setup	--		• X-Wind Control	--		SNOW & ICE CONTROL	507
PREDEPARTURE	723		• Speed Control	--		OTHER/REMARKS	599
• Groundcrew	--		• Sinkrate	--		ATC/AIRSPACE	
• Pushback	--		• Touchdn/Rollout	--		ATC/CLEARANCE	701
• Engine Start	--		• Rvra/Speed Brk	--		• Clearance Del	--
TAXI/TAKEOFF	725		• Braking	--		• Term Facility	--
• Powerback	--		• Parking	--		• En Route Facility	--
• Taxi Speed	--		VIGILANCE	739		• Controller Instr	--
• Procedures	--		MARSHALLING	743		ATIS	703
• Rwy Alignment	--		OTHER REMARKS	749		SID's/STAR's	707
• X - Wind Control	--		CONFORMANCE			SIAP's	709
• Power Applied	--		REGULATIONS	617		PROCEDURES	711
• Power Setting	--		PROCEDURES	603		• Simultaneous Rwy	--
• Call-outs	--		• Altitude Call-out	--		• Radar Vectors	--
• T/O Speeds	--		• Use of Radar	--		OTHER REMARKS	719
• Rotation	--		CREW COMPLEMENT	601			
• Gear/Flap Speeds	--		USE OF CHECKLIST	605			
SID	707		USE OF MEL/CDL	607			
• Area Departure	--		STERILE COCKPIT	623			
CLIMB	727		A/C LIMITATIONS	625			
• Hdg/Speed Cntrl	--		CARRY-ON BAGS	627			
• Power Settings	--		CABIN SAFETY	629			
• Procedures	--		COMPANY DIRECTIVES	631			
			ATC CLEARANCES	633			

Comment Codes are located on the reverse side of FAA Form 8000-36, Program Tracking and Reporting Subsystem Data Sheet.

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